



COMMISSION STAFF WORKING PAPER POLLUTANT EMISSIONS REDUCTIONS FROM MARITIME TRANSPORT AND THE SUSTAINABLE WATERBORNE TRANSPORT TOOLBOX

JOINT SHORT SEA SHIPPING AND MOTORWAYS OF THE SEA FOCAL POINTS AND SHORT SEA PROMOTION CENTRES MEETING

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I. BACKGROUND INFORMATION

Communication on the review of the implementation of Directive 1999/32/EC related to the Sulphur Content of Certain Liquid Fuels and on further pollutant emission reduction from maritime transport adopted on 15 July 2011

Following the 2008 IMO MARPOL Annex VI requirements

Reducing the sulphur content of marine fuels to 0.1% in the European designated Emission Control Areas (ECAs) e.g. *Baltic Sea, North Sea, and the English Channel* – from 2015, adjusting the maximum allowed sulphur content in other areas to 3.5% as of 1 January 2012, and further reduce it to 1% in 2020 (2025) in accordance with IMO.

II. POLICY CONTEXT - EU Policy in support of sustainable maritime transport

- **EUROPE 2020 Strategy** – *the EU's smart, sustainable, and inclusive growth agenda.*
 - » **Core priority → Sustainable growth**
 - **Flagship initiative** – *“A resource-efficient Europe” → providing a long-term framework for action in many policy areas, including transport, energy, climate change etc.*
- **Roadmap to a Single European Transport Area - White Paper on Competitive & Sustainable Transport System**
 - » **European Commission's vision for sustainable, efficient, affordable and safe mobility for the next decade.**

II. POLICY CONTEXT - EU Policy in support of sustainable maritime transport

■ *Roadmap to a Single European Transport Area - White Paper on Competitive & Sustainable Transport System -*

» *Maritime Transport Goals*

- *By 2050 reduce EU CO2 emissions from maritime bunker fuels by 40%*
- *By 2030 shift 30% of road freight over 300 km to rail or waterborne transport (> 50% by 2050)*
- *By 2050, ensure that all core seaports are sufficiently connected to the rail freight and where possible, inland waterway system*
- *EU world leader in safety and security of transport in all modes of transport.*

III. TOOLBOX

Commission Staff Working Paper "Pollutant emission reduction from maritime transport and the Sustainable Waterborne Transport Toolbox"

- *adopted on 16/09/2011*

■ **SHORT TERM MEASURES (current financial perspective)**

Aim :

- » *To seek solutions for minimising the compliance costs through the existing EU transport funding instruments, i.e. the Trans-European Transport Networks (TEN-T) and Marco Polo II Programmes.*
- » *To prepare the ground for the development of medium to longer term measures*

■ **MEDIUM TO LONGER TERM MEASURES -- The Sustainable Waterborne Transport Toolbox (2014- 2020)**

Aim :

- » *To assist the sector achieve a broader set of sustainability criteria in the long run*

1. SHORT TERM MEASURES (1/2)

a) *TEN-T Programme : 2011 MAP for Motorways of the Sea and the 2011 Work Programme*

- » *Will support projects of wider benefits e.g. addressing environmental impacts of maritime transport and co-finance studies and pilot actions, implementation projects and works supporting the deployment of LNG, scrubber technology, short side electricity*
 - *The allocated budget for the 2011 Call under the TEN-T Multi-Annual Programme for Motorways of the Sea has been increased from 30 to 70 million €.*

b) *Marco Polo II – Work Programme 2011*

- » *Will support to maritime based projects implementing innovative technologies or operational practices that significantly reduce air emissions from ships, such as the use of low sulphur fuels, alternative fuels (LNG), abatement technologies (scrubber technology), vessels using shore side electricity.*

1. SHORT TERM MEASURES

(2/2)

c) *European Investment Bank (EIB)'s lending facilities*

- » *Investments targeting RDI to reduce emissions from ships and to promote energy efficiency could be financed through dedicated lending facilities by the EIB.*

d) *State aid*

- » *The use of Member States' funds could also be envisaged to support the earlier adoption and development of clean technologies. State Aid measures can contribute to:*

- ✓ retro-fitting marine engines or air pollution control devices for existing vessels,
- ✓ equipping new vessels to use alternative fuels,
- ✓ building port reception facilities that treat the sludge generated by scrubber technology
- ✓ developing marine-LNG refuelling stations

- » *Any such support must be in compliance with existing Community Guidelines on State aid for environmental protection and the Community Guidelines on National Regional Aid for 2007-2013 respectively.*

1. SHORT TERM MEASURES

(2/3)

e) ***International co-operation*** - an essential part of any policy targeting the development and coordination of activities in various EU sea basins/regions

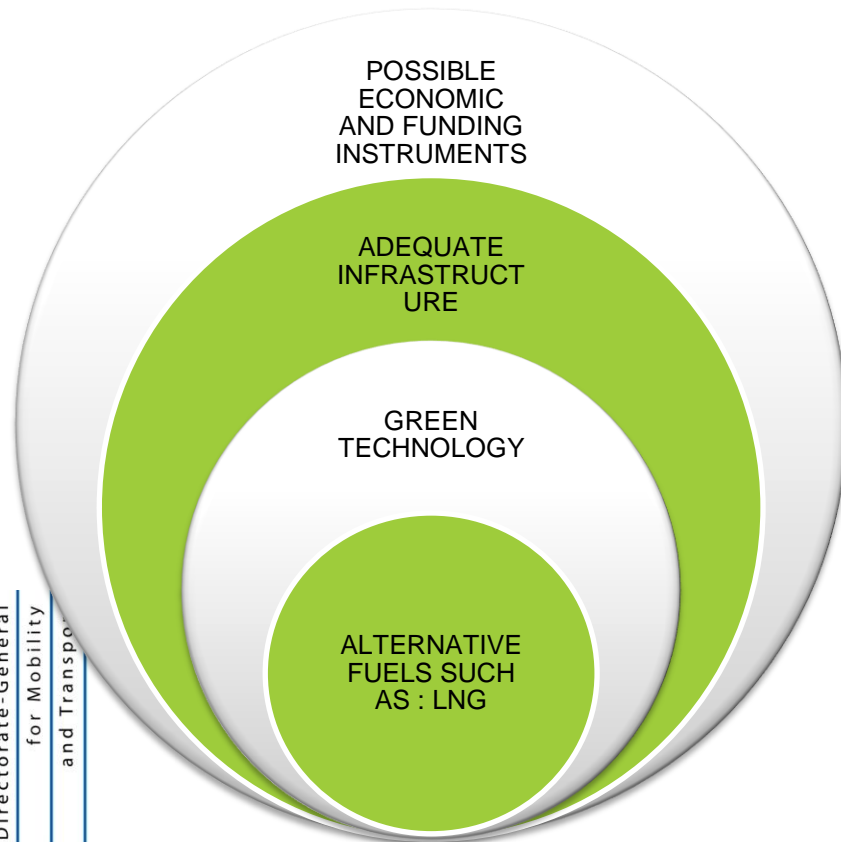
» ***Technical co-operation, exchange of knowledge and best practices on new ship emission abatement technologies, the use of alternative fuels, compliance monitoring, safety and cost aspects with third countries that have designated Emission Control Areas (ECAs) off their coasts, such as the United States of America, and other neighbouring countries.***

2. MEDIUM TO LONGER TERM MEASURES – *The Sustainable Waterborne Transport Toolbox*

- *A sustainable waterborne transport toolbox i.e. a multi-dimensional action approach to assist the sector to improve its environmental performance while maintaining its competitive position.*
- *It will help collaborative efforts from all stakeholders in moving further towards a truly smart, sustainable and more competitive shipping sector that can support economic growth with minimised environmental impacts.*
 - » **Received political support – Council Conclusions on full integration of waterborne transport into the EU transport and logistics chains, adopted on 02/12/2010**
 - » **Its measures would derive from the 2011 White Paper for Transport, the revised TEN-T guidelines and policy, STTP etc**
 - » **Requires further assessment and validation with the relevant Commission services and Stakeholders**

MEDIUM TO LONGER TERM MEASURES

“A SUSTAINABLE WATERBORNE TRANSPORT TOOLBOX”



- A MULTI-DIMENSIONAL ACTION APPROACH
- THE TOOLS – possible components:
 - » Regulatory measures for the safe & secure implementation and use of clean technology and alternative fuels
 - » Development of adequate green infrastructure and superstructure
 - » Economic and funding instruments
 - » Research and innovation

A Sustainable Waterborne Transport Toolbox -- The tools

- **Regulatory measures**

- » Create the adequate regulatory framework that facilitates safe & secure implementation and use of green ship technologies and alternative fuels

- ***Non-regulatory measures***

- » Develop a technical co-operation platform gathering relevant public and private stakeholders to facilitate dialogue, sharing of best practices and co-operation amongst all interested parties.

- **Implement advanced green technology and alternative fuels**

- » Analyse specific EU actions to promote the use of alternative fuels contributing to the general EU effort to reduce GHG emissions from transport and optimise ship energy efficiency.

A Sustainable Waterborne Transport Toolbox --the tools

- **Development of green infrastructure and superstructure:**
 - » Develop "a sustainable alternative fuels strategy including also the appropriate infrastructure" (Initiative 24) and ensure "guidelines and standards for refuelling infrastructures" (Initiative 26).
- **Economic, financial instruments and funding instruments:**
 - » Explore a possible enabling framework for the development of PPPs and designing of new financing instruments for the transport sector.

Support for research, development, and innovation:

- » Ensure implementation of the research results and optimising research and innovation activities, through Horizon2020 and the Strategic Transport Technology Plan (STTP).

IV. THE WAY FORWARD

- *EU has a strategic interest in ensuring the continuous performance of the maritime transport sector and its contribution towards achieving resource efficient transport system.*
- *The Commission services will pursue the necessary consultations and studies to propose the Sustainable Waterborne Transport Toolbox*
- *Need to turn the “green challenge” into opportunities for the sector. The Commission keen to promote the use of green technology and alternative fuels;*
- *Achieving sustainable SSS requires a coordinated effort from all interested parties.*



● THANK YOU FOR YOUR ATTENTION !